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[WHOLE No. 181.]

CONGRESSIONAL DOCUMENT.

IN SENATE OF THE UNITED STATES.

May 15, 1838. Submitted and ordered to be printed.

Mr. RIVES submitted the following Report:

[To accompany Senate Bill No. 55.]

The Committee on Naval Affairs of the Senate, to whom was referred the bill "to establish and regulate the navy ration, and for other purposes," report the same with amendments:

The first object of the bill is to change the ration in several very important points.

In recommending this change, the committee rely much on the opinions which have been expressed by the Board of Navy Commissioners and other naval officers of great experience and discretion, as will be seen by the documents which accompany and make part of this report.

The alterations will be seen by comparing the ration as proposed in the first section of this bill with the ration as it is now fixed by law and regulation, which is shown in paper A, hereto annexed.

They feel solicitous that the spirit portion of the ration should meet the approbation of Congress. They have excluded all persons under age from its use, and given them a commutation in money. They have also reduced it in quantity, and authorized the exchange of it for other articles, and a compensation in money to those of full age who would decline its use.

This was considered as far as it was expedient to go at this time.

The committee suppose that no serious objection will be urged against this alteration.

The consequences of the change of ration upon the pursers will be so great, that the committee have felt it indispensable to unite a regulation of their pay and emoluments in the same bill; for, if the proposed change takes place, and no provision be made for them, it will be impossible for them to retain and discharge the duties of their offices.

There are few officers on whose fidelity and skill the public interests depend more than on the pursers. The office requires great industry, care and experience. Without these, neither their character nor the public interests can be safe. Their responsibility in taking care of the public property, and keeping and disbursing large sums of money, is great. They are the substitute for, and perform the duties of, several officers in the army, as will be seen by the accompanying documents; they give large bonds of \$25,000 for the faithful performance of their duties; they have not before them any higher rank to which time and correct conduct may carry them: their reward is in the pecuniary profits which the law may afford, and to which they look for the maintenance, education, and support of their families: they must, like other officers, hold themselves in readiness for absence from home, and cannot enter, at any time, with any hope of success, into other employments from which profit may arise; they are associated, both at home and abroad, with other naval officers, and subjected to the proper and necessary expenses of such associations; and when in port, these expenses are much increased, while employed in procuring on shore the necessary supplies for the ships. Under these circumstances, the committee have thought it fit and proper that they should receive full and adequate compensation.

Heretofore they have been paid by law the sum of \$40 per month and 2 rations per day, and have been allowed a per centage upon slops and other supplies. and, consequently, the amount which they received

could be ascertained only on the settlement of their accounts.

It will be perceived at once that their pay proper is quite inadequate, and Congress would doubtless have made other and better provisions for them when the law of the 3d of March, 1835, fixing the pay of the navy, was passed; but the difficulty of arranging the details would have thrown obstacles in the way of the passage of that just and necessary law.

It will also be perceived that their principal compensation has resulted from the per centage on articles sold to the seamen, and which is charged against, and deducted from their monthly pay. To this there are conclusive objections:

1st. There can be no good reason given for taxing seamen with the support of our public officers. The Government ought to provide for its officers. It is quite unworthy of its honor to support them by making an extra charge upon the articles which the sailor finds necessary for his convenience and comfort.

2d. This per centage being laid chiefly on articles sold by pursers to the men, it has been supposed by some to be impossible to discover the exact amount of compensation which the former have actually received. Hence most inaccurate statements of their profits have been frequently promulgated, and prejudices and complaints arisen, to the injury of both the pursers and the public.

3d. As the amount of profit to the officer has arisen from the amount of articles sold, there has been a prevalent impression that inducements have been held out to seamen to buy more than was actually necessary for their comfort; and the character of the disbursing officers has been subjected to injurious imputations. While the committee do not admit the justice of these imputations, and believe that there has seldom in this or any other country, been a more correct and valuable class of officers, still they think it discreet and prudent to remove the cause of these unfounded accusations.

It is believed that the plan proposed by this bill will avoid the difficulties heretofore felt or imagined on these points and render the service more popular for the seamen, as well as more respectable for this class of officers and for the country.

A short statement of the several provisions of the bill, will exhibit the grounds on which the committee think this branch of the public service ought to be placed.

The first and leading provision of the bill, next to the ration, is, that the disbursing officer shall have no pecuniary or other personal interest in procuring, purchasing, and supplying every thing which may be necessary for the service, and for the comfort, convenience, and support of our seamen. Heretofore an important portion of these articles, called small stores, and consisting of groceries, &c., have been laid in by the pursers, and it may well be supposed to have been their interest so to manage the purchase and sale as to secure to themselves the best profit. The committee think this ought to be done by the Government, with its own funds; and that they should be dealt out and disbursed in such way as to save the Government from loss, but at the same time to make no profit out of them; a profit which must come from the pockets of the hardy but uncalculating men who serve it. The 6th, 7th, and 8th sections are intended to provide for, and are esteemed sufficient to accomplish this most desirable object.

The 10th section provides for the annual pay of pursers, and upon it the committee would remark—

1. That this annual pay is a fixed sum, to be given

to the purser at all times, as compensation for his readiness to meet the calls of the Government, and for the support of himself and family; and the amount was fixed, because it was believed that in most cases defined salaries best suit the nature of our institutions, and the course was adopted of late years by Congress in other cases, as well as in the law establishing the pay of the navy. And it seemed peculiarly necessary here, because by it the pensions must be regulated.

2. This pay is graduated by time and length of service, because, as age advances, and the wants and claims of his family increase, the officer who devotes himself to the public, ought, in mere justice, to have additional means to meet them.

3. The amount of annual pay proposed by the committee, is the same which the surgeons now receive by law *when not on duty*. When in actual service, they receive an appropriate addition, viz: one third advance. This addition for the pursers is regulated by a subsequent section. The committee could perceive no good reason, either in the nature of their offices, or in the duties to be performed, for drawing a distinction between those two classes of officers, and therefore fixed the pay of pursers at that which Congress have decided was the just compensation for the surgeon when not on duty. (See law of March 3, 1835.)

But while on duty the condition of pursers is totally different from that of surgeons, and every other class of officers in the navy. Their responsibility is pecuniary. They are subjected to the rules and regulations of the service, and must obey as others do, or meet the penalty of disobedience. But they deal, ordinarily and officially, not in the management and care of our yards and ships, nor with the conflicts of battle, although they are sometimes thus employed; and there are some illustrious instances in which they have acquired high honor, by mingling in these as voluntary aids in hours of danger; but their appropriate employment is to handle and be responsible for goods, provisions, and money; and their compensations should be regulated accordingly. It is apparent that their responsibility is in proportion to the amount of property which they are called on to take care of and to manage; and the bonds which they give to the Government, subject their securities to a hazard proportionate to that amount.

One purser, in a schooner or sloop, will have intrusted to him a comparatively small sum; while another, in a frigate or ship of the line, will be compelled to keep and manage one which is ten or twenty times greater.

To pay them the same salary, would be alike unreasonable and unjust.

The committee could devise no mode of administering equal justice, according to their respective responsibilities, but by giving them, in the first place, a sum for the devotion of their time to the public, and their exclusion from other employments; and then, in the second place, allowing them a percentage on the amount intrusted to their care. In this mode, and in this only, all the ends of justice to them and to their securities, and to the public, might be answered.

In deciding on the rate of percentage, the committee have been principally governed by the sum which would be produced thereby, in vessels of different classes. This was sought, by taking, as far as practicable, an average of the results in vessels of the various classes for several years.

The percentage allowed is believed to be quite within the limits which justice requires, and will, in no case, with the annual pay, afford a reward at all proportioned to that which the merchant receives for transacting, for others, business of the same kind, which is seldom less than five per cent.

But the profits of the merchant are not in all respects a correct guide. He hazards more than the purser, and should be suitably recompensed for that

hazard. The purser has a regular and safe employer for life. He may well, therefore, agree to receive less profits on any single transaction.

But the committee have also thought that the percentage was not an infallible guide to the amount of compensation. It might amount, under peculiar circumstances, to more than would be proper to pay to public officers for their service to the country, in pecuniary employment. They have, therefore, thought it fit to fix a limit, beyond which the receipts of the officer should not reach, in any of our yards or vessels. This is justified by more than one consideration.

1. The time of service which will justify the appointment to the different classes of vessels is fixed, and thereby the young and inexperienced are precluded, and justly so, from the highest rewards of long and devoted service, and their compensation limited to what is appropriate for them.

2. The responsibility is in proportion to the size or class of vessel in which the service is performed.

The sums prescribed as the limit in the several cases, cannot be regarded as prodigal or extravagant. Should any esteem those allowed in the largest vessels too great, the committee would remind them, that it is seldom more than once or twice in a life, that a purser is so favored as to be placed in them. Our navy is small. It consists principally of vessels of the lower classes. And it is believed that in the long list of our old pursers, there are but five who have ever served in a ship of the line, and but about fifteen or sixteen who have served in frigates, and seldom more than during a single cruise.

There is no danger of their becoming wealthy by their employment, especially upon the terms furnished by the bill which is now reported.

In fact, the impression which prevails with some, as to their profits and wealth, is totally unfounded; and if it were justified by facts, it would be but another argument in favor of this bill, which renders such results impossible.

The next feature of the bill which demands attention is that which prescribes the time of service and date of appointment, as a guide to selection for particular yards and vessels. This has been deemed necessary—

1st. To prevent executive favoritism, which has, probably, under all administrations, been more or less a cause of complaint. It is always well to limit discretion in this respect, where it can be done with perfect security to the public interests, and, the committee believe, has been amply secured by this bill. But,

2d. A more important consideration is, to secure a safe and satisfactory discharge of the duties of this officer. They are peculiar. No young and inexperienced man can perform them without hazard to himself and the public interests. They require a proper apprenticeship. With adequate capacity and acquirements, they may be discharged, on a limited scale, by those who are not trained to them; but intrust them to inexperience, and the consequences may be eminently cause of regret.

The scale proposed by the bill is believed to be prudent and safe.

3d. It is wise to hold out to faithful performance of duty, augmented rewards and growing profits; to long service, increased and increasing recompense.

The committee earnestly hope that this provision will meet the approbation of the Senate.

The Senate will perceive that the bill provides a clerk, or assistant to the purser, in those vessels where the largest duties are to be performed, and grants certain immunities to him.

This is to be justified by the following reasons:

1. Aid to the purser is often absolutely indispensable. It is impossible for him alone to perform the duties. He must not only have a clerk or assistant, but also stewards, according to the size of the vessel. In a ship of the line, of two or three decks, for

example, he cannot attend to all the duties in person; and yet he is responsible for what is done. He ought to be assisted by those for whom he must answer.

2. His office is one of pecuniary responsibility. He ought, therefore, to have those to aid him for whom he is willing to be responsible. It would not do to let a captain or any other select for him, unless, indeed, our naval officers are not like other men, but free from all weakness, prejudice, and partiality.

3. This assistant ought to be placed in a condition of respect and security, such as the clerk of the commanding officer. He must have equal capacity, and, for the public interest, ought to be not less respectable.

4. While these indispensable objects are kept in view, it is also necessary that no inferior officer should be permitted to bring on board an unfit associate, or one who would disturb the harmony or discipline so absolutely necessary for the success of our cruisers on the ocean. Hence the reference to the approbation of the commanding officer. To secure these objects rather for the public than the purser, the provisions of the bill are regarded as necessary.

In a new arrangement and new assignment of duties, there might be some hazard that the bonds heretofore given by these officers might be subjected to question in point of law. Hence the 13th section.

There is still another provision which the committee consider important: Rewards are offered by our laws for capturing vessels of the national enemy. The right in cases of prize are of deep interest to officers and seamen. Heretofore it has been the legal practice for those interested to appoint, as prize agent, whomsoever they might choose to select. It is not proposed by this bill to take away this privilege; although it is quite within the competency of Congress to do so, if it were deemed expedient. But it is thought proper that there should be provided by law a competent public officer to perform this duty, unless those interested should otherwise resolve.

The evil which will be avoided and the benefits obtained by this section are:

1. Under the present arrangement it must necessarily happen that the selection of prize agent will always be made by the commanding officer, and a few others in authority, while the seamen will have little or no prevailing voice in the matter. This will generally result well; for those who select are most competent to do so; but still the seamen, in proportion to their little in the world, are not less deeply concerned, and ought to have proportionate right in the choice.

2. The purser is always at hand, when the occasion calls for his interference. He is a known public officer, under bonds, and may therefore be safely trusted with this interest; known to the officers and men, and generally possessing their confidence.

3. The Government have an equal interest in the prize, and ought to have an equal chance with others in the control of it.

4. It often happens that many of those concerned cannot, at the proper time, apply to the prize agent for their share, and hence it is lost to them, and left in the hands of one who has no right to its enjoyment. If in the hands of the purser, this evil would be avoided; for the claimant would always apply through the Government for what was due him.

5. If application was not made in proper time, the amount would be properly placed in the pension fund, which is the result of prizes, and might be called for, at any time, by the claimant or his heirs; and, if never called for, would add to that most useful source of comfort to the corps of which the claimant was a member.

6. An officer, under bonds to the Government, would generally be a more safe agent and depository, than an individual solicited by the partiality of the

more influential persons, who are interested in such cases; and being under the direct and immediate control of the Department, might be compelled properly and promptly to settle up the concern.

If it is objected that this would be a new duty and new responsibility, not anticipated when the previous bonds were given, it may be answered that the bill provides for the emergency in the 16th section, of which new bonds, in full view of all responsibility, both of principal and security, may be taken.

But every objection seems to the committee to be avoided, when it is recollected that those interested are not obliged to select the purser as prize agent. It merely provides, that if he be selected, he shall be under such control as to secure a safe and satisfactory discharge of his duty in that respect.

In conclusion, the committee recommend this bill, which was introduced by one of its members, and referred to them, to the favorable consideration of the Senate: and under the strong conviction that if it becomes a law, it will greatly promote the best interests of the naval service of the country. It will promote economy in expenditure; increase the popularity of the service among seamen, by relieving them from an unjust charge upon their pay; secure to pursers a defined and proper compensation; and enable the public, from the face of the law, to understand the precise amount, beyond which the pay and emoluments of officers of this class cannot reach.

[Several of the documents accompanying this report have already been inserted in the Chronicle—see pp. 160 to 164—and are consequently omitted here. The two bills reported by the Naval Committee in the House—No. 572, "to alter and regulate the navy ration;" and No. 573, "to regulate the pay and emoluments of pursers in the navy"—may be found at pp. 143-4.—*Ed. A. & N. C.*]

NAVY COMMISSIONERS' OFFICE, January 22, 1838.

SIR: The board have the honor to acknowledge the receipt of your letter of this date, referring to them a Senate bill No. 55, "to establish and regulate the navy ration, and for other purposes," and also of a bill of the House of Representatives, No. 834, the latter being of the second session of the 24th Congress, but relating to the same subject.

In compliance with your directions, the board have carefully considered that part of these bills which relates to the navy ration, comprising the five first sections of both bills, and respectfully report: That the operations of this part of those bills would, in the opinion of the board, be highly advantageous to the service, after receiving the following slight modifications, viz:

In the 5th line of the 1st and 2d sections of both bills, strike out the words "fourteen ounces," and insert "one pound." In the 12th line of the 3d section Senate bill, and 11th of the 3d section House bill, strike out the word "spirits;" and after the word "other," in the 13th line of the 3d section of both bills, insert the words "and for spirits." At the end of the 4th section of the Senate bill, strike out the words "and furnish a copy thereof to the purser," and insert in their place, and at the end of the 4th section of the House bill, the words, "and the purser shall be furnished by the commander of the vessel with a written order, specifying the particular reductions or variations which may be made."

The board present their views upon this branch of the bill separately, as it seems desirable that it should receive early action, should Congress be disposed to act upon it separately.

The other part of the bill relating to pursers requires time for examination before a correct opinion can be formed upon its practical effects, which ex-

amination will be made, and the views of the board submitted to you, as soon as may be practicable.

To enable the necessary instructions to reach the vessels employed on distant service, it is proposed that the law making the change should take effect on the 1st day of January next.

I have the honor to be, respectfully,
Your obedient servant,

I. CHAUNCEY.

Hon. MAHLON DICKERSON,
Secretary of the Navy.

[The following document was made out and handed to the committee by the pursers.]
DUTY OF PURSERS AT SEA.

Upon joining a vessel, a purser's first duty is to make his estimates, upon which are predicated his requisitions for all supplies—say money, clothing, provisions, small stores, &c. He then proceeds to examine these supplies, seeing that they correspond in quantity and quality with his requisitions; that the provisions are good and wholesome, before receipting for the same; and has them taken on board and stowed in their appropriate parts of the vessel. The vessel being now provisioned and furnished with its clothing for the cruise, or a part of it, is in a state of preparation to receive its officers and crew, when the purser proceeds to make his muster, pay, and receipt rolls; these rolls containing the name and number of every individual on board of it, and on which are recorded in some ten or fifteen columns to each, the data that enables him to continue from day to day, every change that may take place in the ship's company during the whole of her cruise. After which, he commences to open his set of books: these consist of a day-book, in which is charged to each officer and man's separate account every article and all money in separate items, with which he may be furnished from day to day, during the period they may be attached to said vessel. His next book is the slop of Government clothing account, in which is charged every article with which each officer and man is furnished, its price, &c.; and in this book he takes monthly, on each separate account, the individual's receipt. We come next to his provision abstract books, which contain the receipt and expenditure of all provisions which are issued out daily in small quantities to the officers and men's messes, and a distinct account kept of them. We next come to his ledger, in which again he transcribes and condenses from all his other books and rolls a statement of each person's account from time to time, showing how he stands with the Government on the books of the purser. And then commences his book of record of all requisitions for stationery, fuel, oil, candles, and all contingent supplies; of all applications for surveys on public property in his charge, and the reports of such surveys; of all his correspondence with officers of the department, and with the Treasury. He keeps, also, what is called an undrawn ration abstract, setting forth the fractions of the component parts of the navy ration that may have been drawn by individuals, separating them from the parts not drawn at all, for which the person is entitled to money in lieu, and pays this, which is one of the most complicated of a purser's duties. He makes, also, duplicate transfer accounts of every officer and man from the vessel. He keeps a book of record of allotments granted by officers and men for the support of their families, which opens an intricate account between himself and the Navy Department, and almost every navy agent in the country, who pay these allotments, and charge them to the purser of the vessel. From this it will be seen that he has, according to the rate of vessel to which he may be attached, from 100 to 1,000 accounts, to which he is compelled to have daily, and it may be said hourly, reference. In addition to these duties, he purser is required to make monthly returns of

the officers, crew, and marines, setting forth those fit for duty, those sick, the changes during the month by transfer, by desertion, by discharges, by entries on board, &c. He is required, also, to make monthly returns of the state of the accounts of those who have died and deserted. He *procures* and *pays for* all supplies furnished the vessel in foreign ports; and in most cases, owing to a particular form of an account prescribed by the Navy Department, he *makes out* said accounts in triplicate, for the persons furnishing said supplies. He is required, on arrival of the vessel at a foreign port, no matter what distance she may be anchored from the shore, or however boisterous may be the weather, to proceed immediately and make a contract for furnishing the crew with fresh provisions; to collect and purchase such articles of any and every kind as may be required; to make out the accounts and settle them. He is of course the paymaster of the vessel; he negotiates all kinds of exchange when abroad, and has the correspondence growing out of it to attend to. Added to all this, is one of his most laborious duties—that of making up, periodically, through the year, his voluminous accounts for settlement at the Treasury Department. These are filled with intricate calculations, requiring very great accuracy and nicety of computation, and consist in triplicate copies of every roll and paper, together with triplicate copies of all abstracts and loose vouchers that have been hereinbefore named.

The purser is required to keep a separate account with the sick, for articles of provisions supplied on the surgeon's requisitions to them; and these are charged to the medical department, or against the rations of the sick, which are stopped; and this opens, again, a most perplexing and laborious account.

The foregoing briefly recapitulates (or is intended to do so) the most important duties that appertain to a purser at sea; much of his incidental duty and occupation, however, have been no doubt omitted. Still it is no doubt sufficient to confirm the justness of the assertion: that a purser performs, in all situations that he may be placed on service, the duties of *four distinct grades in the army*, viz: paymaster, quartermaster, commissary, and sutler. We will take, for example, a line-of-battle ship, a frigate, and a sloop of war; there are on board these three vessels, at the smallest calculation, fifteen hundred officers and men; and with the same number of officers and men in the army, no one will pretend to deny that at least ten or twelve officers, consisting of paymasters, quartermasters, commissaries, and assistant commissaries of subsistence, and sutlers, are employed to perform those duties which are now transacted in the navy by the three respective pursers of those three vessels, who have upon their shoulders not only the responsibility, but the positive duties of them all. It may certainly with great truth be said, that, in the army, there is no corresponding rank with a purser in the navy; for it is really the case that pursers have *no rank at all*, with regard to their comparative duties. However, it becomes only necessary to put the following plain questions:

1st. Are not the duties of a paymaster confined strictly to paying every two months, or at other periods, the officers, non-commissioned officers, and privates of his district: and is not that duty, as connected with the naval branch of the service, performed by a purser, wherever he may be stationed?

2d. Does not the duty of an assistant commissary of subsistence consist exclusively in the receipt and expenditure of provisions? and is not this another duty which devolves upon the purser?

3d. Who is the officer of the army appointed to receive and issue the public clothing; and by whom are the accounts paid for transportation, attendance on courts-martial, for extra services, travelling expenses, fuel, quarters, &c.; is it not the quartermas-

ter? and is not that duty performed also by a purser in the navy?

4th. Who in the army is provider of such articles of small stores as are permitted by its laws for the comfort and convenience of the men: is it not the sutler? and is not this also performed by a purser in the navy?

It is here proper to remark, that pursers receive no remuneration from the Government for their heavy disbursements, either at sea or at navy yards; that they are liable to be kept "on leave," or in the position of "waiting orders," so long as the Navy Department may think proper to keep them there; and that they are forbidden by law, as well as considerations of prudence, from embarking in any business, not knowing at what moment they may be called upon for service; that the pay and emoluments of a purser, while in this position, is but \$320 per annum. And furthermore, if the bill now before the Senate should become a law in its present shape without amendment, it cannot possibly yield to him, at the end of thirty years' chances of service, as much money as would be received by the commander of a schooner, with whom the purser would commence his service in his noviciate, after the same period of service. Add to this, that the purser acquires no additional rank; his pecuniary reward, therefore, for responsible and arduous duties, is all he can look forward to.

NOTE.—On the return of a vessel to the United States, the purser is required to close up every one's account, and pay off the crew, taking all necessary receipts and vouchers. He demands surveys on all public property in his charge, and turns into the naval store (taking the receipts required in such cases from the proper officers) every thing in his possession of a public nature. Connected with a purser's duties, it must then appear that his responsibilities are great, and his disbursements large, subjecting him to much liability of loss, from the hurried manner in which those duties have to be performed. Should he accidentally pay an officer too much in the settlement of his account, "no facilities are furnished for its recovery by the Navy Department;" he has therefore to collect it the best way he can. Moreover it has always been, and still is the case, notwithstanding the strictest accuracy in his accounts, that losses are sustained in the payments to mechanics and laborers, &c.—the chances invariably being against the purser, and in no case falling on the Government; the purser being required by law, before he enters upon the discharge of his duties, to file in the Navy Department bonds, with security to the amount of twenty-five thousand dollars.

DUTY OF PURSERS AT NAVY-YARDS.

The duty of a purser at a navy yard consists principally in paying the officers, seamen, &c., in the service of the United States; and the mechanics and laborers *not in the service*, but employed by the Government on the public works, such as the erection of public buildings, and construction of national vessels; incidental to which, he has at most of the yards a considerable number of officers residing in the vicinity and neighboring States upon his roll for monthly pay. The number of mechanics and laborers employed at navy yards varies from between three and four hundred to one thousand, with the exception of the yard at Portsmouth, New Hampshire, where there has usually been a less number. A roll is furnished *semi-monthly* to the purser, setting forth the names and number of persons, the number of days' work for which they are entitled to pay, and the pay per diem of each individual. It will be seen, then, that much labor is required from the frequency of these payments, in the mere calculation of so many accounts, involving as they do small amounts of from \$15 to \$50 to each individual,

paid every two weeks, and made up of a per diem pay, that consists in fractions of the dollar almost invariably; hence requiring, for the safety of the disbursing officer, great accuracy both in calculation and paying out. In addition to these semi-monthly rolls and payments, the purser makes out and calculates the roll of officers *not attached to his station*, but residing in the vicinity "on leave" or "waiting orders," whom he also pays monthly. Again, he keeps a separate roll of what is termed the ordinary of the yard, by which is implied the officers, seamen, &c. attached thereto, whom he pays also monthly; thus making to each purser of a navy yard three pay days in each month; to which must be added the hospital and rendezvous.* The provisions furnished at navy yards by the Government are placed in the hands of, and charged to, the purser; he is held responsible for these, and they are issued *daily* under directions, the Government allowing him seven and a half per cent. for wastage and loss, naturally arising from their being measured and weighed out in small quantities. Beyond this per centage the purser is charged on settlement of his accounts quarterly at the Treasury, and he cannot, should there be an excess instead of a deficiency, receive the least advantage from it. He keeps abstracts of the receipts and expenditure of provisions during the quarter, and a *daily* account is kept and a return made of provisions issued, and these are settled quarterly at the Treasury, with the purser's account of disbursements. The Government clothing is placed in charge of the purser, and he is held responsible for it; abstracts of the receipts and expenditure thereof during the quarter are kept by him, and settled also quarterly with his other accounts. This branch of his duty, however, is more limited at navy yards than on shipboard, unless there happens to be a receiving ship at the station, when it is the same as at sea.

It will appear, then, from the foregoing statement, that the duties of a purser and his assistant are arduous and multiplied; for as fast as the calculations are made, and the roll of one fortnight paid off, (which is done by the purser in person,) his attention must be immediately turned to another, and his application to business constant, (as it not unfrequently is to a late hour in the evening,) or it is impossible to keep pace with the multifarious rolls and accounts which are always before him. Added to these, the purser has an extensive correspondence with officers not at his station, but borne upon his books for pay, and residing at a distance, to many of whom it is necessary to address a letter, as they are usually paid by drafts. To say, then, nothing of his responsibilities of a pecuniary character entirely, his disbursements are heavy, and his accounts varied and multifarious, requiring industry and no inconsiderable labor, particularly when considered in detail.

All of which is most respectfully submitted.

WASHINGTON, Jan. 7, 1837.

WASHINGTON CITY, Jan. 18, 1837.

DEAR SIR: After a critical examination of the bill proposed by the pursers of the navy, I am enabled to give it my unqualified approbation. The graduated pay, such as surgeons now receive when on shore off duty, is a most excellent feature; and the additional per centages (see the bill herewith) when on duty, I consider no more than an equitable compensation for the great moneyed responsibilities, the complicated and laborious duties they have to perform.

The idea entertained by some of the naval committee of the House of Representatives, as I am informed, that *any* person is competent to execute the duties of an officer of that corps, is most erroneous;

* This account embraces three months' pay in advance to all persons entering the service.

for even among the most talented, several years' experience in actual service at sea is essential to their correct performance.

In relation to the time the bill should go into effect, as proposed by Mr. Jarvis in his bill, viz: "on the first day of April next, for all vessels and pursers in the United States; and for all vessels and pursers which may be absent from the United States, the provisions of this act shall go into effect from and after their return to the United States," I feel constrained to remark that it would be ruinous to the service. The crews of vessels sailing hence after the 1st of April next would be furnished with tea and sugar (as component parts of their ration) without charge, while those now at sea, and all sailing from the United States anterior to that period, would be compelled to pay their pursers *fifty per cent.* on the cost and charges of the *same articles*; a state of things admirably calculated to create mutiny. To obviate this serious difficulty, I would recommend its going into effect at home on the 1st April, 1837, and abroad on the 1st July, 1837; those being the commencements of Government quarters, and thereby producing uniformity and convenience in the settlement of accounts at the Fourth Auditor's office. To prevent the difficulty that may be occasioned by the death of a purser during his cruise, whereby his successor might receive compensation due to the former, commission should be allowed on what was due to the officers and crew at the end of the quarter preceding his decease.

I have the honor to be, &c.,

CHARLES G. RIDGELY.

To the Hon. WM. C. RIVES,
Senator of the United States.

WASHINGTON, Jan. 18, 1837.

DEAR SIR: I have been made acquainted with the particulars of the purser's bill now before the Senate, which I highly approve of, in all its details. The duties of pursers are arduous, and require talent and time to become familiar with. The responsibilities, too, are great, and I am happy to learn that there is a prospect of their receiving what, in my opinion, is nothing more than a fair compensation.

I am, very respectfully, yours, &c.,

FOXHALL A. PARKER.

To J. COLSTON, Esq.,
Purser United States Navy.

WASHINGTON, Jan. 18, 1837.

GENTLEMEN: I have seen and examined the proposed plan to regulate the pay and emoluments of pursers in the navy, viz: to allow them, hereafter, while attached to vessels for sea service, $3\frac{1}{2}$ per cent. on the amount of money, stores, &c. received and disbursed, and half per cent. on their disbursements at navy yards, and a graduated pay per annum similar to the one now received by surgeons in the navy on shore off duty; since neither grade is in the line of promotion, though opportunity frequently offers to the surgeon which cannot occur to the purser, of pecuniary benefit from professional practice when on shore and not employed by the Government. I should be much gratified if a law were passed to change the present system and adopt the proposed one, in regard to the pay of pursers. I have no doubt, whatever, that it would give general satisfaction to the officers and seamen, and benefit the service generally.

I am, very respectfully, &c.,

JOHN THOMAS NEWTON.

To Messrs. CLARK and ETING,
Pursers United States Navy.

TREASURY DEPARTMENT,
Fourth Auditor's Office, Jan. 19, 1837.

SIR: In reply to the inquiries contained in your letter of the 17th instant, I have to say that, un-

doubtedly in my opinion, the situation of a purser in our navy is one of great importance and responsibility, and that the duties pertaining to it are arduous, complex, and diversified; so much so that the most experienced and vigilant pursers are often embarrassed. I will give one example among many that might be referred to, to prove this. The expenditures on board a 74, which returned not long ago from a cruise of about two years and eight months, amounted to about half a million of dollars. The purser of that ship has been twenty-five years in service, has had great experience, and is regarded as a very correct, industrious, and vigilant disbursing officer, and yet there were suspended from his account upwards of \$4,000, some of his vouchers being considered insufficient in this office; and although the whole amount may go ultimately to his credit, yet the suspensions give great trouble both to the purser and the Auditor. And besides these suspensions, items of purser's accounts are often absolutely disallowed, and are lost to them. Nor is this at all surprising when the great variety of objects embraced by the expenditures is considered, and the perplexing questions relating to law and regulation that are continually recurring.

I am, sir, respectfully,

Your obedient servant,

J. C. PICKETT.

To H. ETING, Esq.,
Purser United States Navy.

NAVY DEPARTMENT, Jan. 20, 1837.

SIR: Some of the pursers of the navy have requested me to express to you my opinion as to the inadequacy of their pay and compensation. I am convinced that, in many cases, their compensation is inadequate, and more particularly when doing duty at navy yards, which I hope may be increased; and should the navy ration be altered, as proposed, it will take from the pursers a considerable portion of their profits, and for this, in my opinion, an adequate compensation should be made to them; and it appears that the pay while off duty is insufficient.

I have the honor to be,

With great respect,

Your obedient servant,

MAHLON DICKERSON.

To the Hon. WM. C. RIVES,
Senate Chamber.

WASHINGTON, Jan. 23, 1837.

DEAR SIR: Your letter of the 17th inst., relative to the duties of a purser in the navy, was duly received, but ill health for some days, and incessant occupation since, have taken up every moment of my time.

I consider the office of purser one of the most important and responsible in the Government. No man is fit for it who is not a first-rate accountant, of sound intelligence, polite manners, and regular habits. He must look about him, or instead of making any thing by his service, he will find it a direct road to ruin.

I cannot too strongly express my sense of the importance, inspired by the nature of their occupation, and an inspection of their accounts, of having for this service *first-rate men*.

With high regard,

Your obedient servant,

AMOS KENDALL.

To H. ETING, Esq.,
Purser United States Navy.

UNITED STATES NAVY YARD,
Washington, Feb. 8, 1837.

DEAR SIR: The bill reported on the 2d inst., by the Naval Committee of the Senate, to establish the navy ration, and for the better regulation of your pay, &c., is now before me.

By this I learn with great satisfaction that the pursers of the navy have the cheering prospect of being placed on the highly respectable footing to which their corps is so justly entitled and deserving.

The navy is, I believe, unanimous that you should be paid, like other officers, by the Government, and not by profits from the crews. It strikes me as equally proper and just, that said pay and emoluments should be proportioned to the duties performed and responsibilities incurred, as arranged in the abovementioned judicious bill; but I would suggest that said act shall go into effect on the 1st April, 1837.

I have also perused with attention and satisfaction the letters in relation to the subject of a change of compensation to pursers, and the future supplies of our crews, from the honorable the Secretary of the Navy, the Postmaster General, the Fourth Auditor of the Treasury, Commodore Ridgely, Captain Parker, and Master Commandant Newton, and concur entirely in all the opinions expressed by them.

Very respectfully, I am,

Your obedient servant,

DANL. T. PATTERSON.

To FRANCIS B. STOCKTON, Esq.,

Purser United States Navy.

NEW HAVEN, CONNECTICUT.

February 26, 1838.

DEAR SIR: Having frequently conversed with many of the pursers of the navy, during a considerable time past, respecting a change in the mode of receiving their compensation for services; and having at one period been for a considerable length of time doing the duties of a purser myself, and having seen a number of projects and plans which have at various times been brought forward to accomplish that object satisfactorily, and amongst others the one which proposes graduated pay and commissions, I have no hesitation in saying, I consider that a fair and equitable mode, and the one best calculated, in my opinion, to insure a faithful discharge of their duties, and insure them a reasonable and proper compensation. I therefore hope to see it adopted.

I am, very respectfully, &c.,

Your most obedient servant,

F. H. GREGORY.

JAMES H. CLARK, Esq.,

United States Navy, Washington, D. C.

MISCELLANY.

When the project was first started, more than two years and a half ago, of establishing a line of steam packets between New York and Liverpool, the following communication appeared in a Philadelphia paper. The writer's object was to impress upon the public mind the necessity of having much larger vessels than were then contemplated. He did not expect that any would be built of the size here mentioned, but by proposing to construct them so much beyond the usual size, he thought that a happy medium would be fixed upon. A vessel of between three and four thousand tons could be built, combining comfort, safety, and expedition.

From the Pennsylvanian.

NAVIGATION BY STEAM.

MR. EDITOR: I have seen in several of the public prints, an account of a magnificent scheme for navigating the western ocean by the power of steam, and cannot withhold the expression of my admiration of the enterprise which this undertaking evinces in the minds of those who have conceived so noble and beneficial a plan for the convenience and comfort of man; for nothing can be more irksome to those unaccustomed to the sea, than a long passage on its unsteady bosom.

But, much as I appreciate the characters who projected this scheme, I cannot suppress a certain fore-

boding that the size of the vessels intended to be employed will be too small, and in a great measure defeat this grand object, so interesting to a large quarter of the globe.

I would, therefore, with all due deference and respect, venture to suggest to those noble adventurers an increase of size, and some material variation in the construction of their vessels; for nothing in nature can be more evident than the effect of bulk on the water, as the progress of small vessels in stormy weather bears no comparison to that made by larger ones.

It is generally believed that Columbus's ship, in which he discovered this country, did not exceed fifty tons, and was at that period thought to be large; and much objection has been made by men of limited minds to any extension of the size of ships from that time to the present. Various and ridiculous have been many of these objections: such as the difficulty of management, the expense, &c. Time, however, has proved the absurdity of all of them.

The power of steam was not given to man alone, for the pigmy purpose of moving the dwarf machines to which it is now applied. Steam vessels and locomotive engines have not yet attained anything like the bulk that we may expect to see in a few years. This is the beginning of the revolution that this gigantic agent is to produce in the career of our transportation concerns in this world. Ships will grow to a corresponding size with this force, and so also will all other machines that are intended to promote despatch on land.

I would, therefore, propose for the consideration of this highly meritorious and praiseworthy association, a ship so large, and by a simple construction so strong, as to be but little affected by the sea; for the western ocean itself may be divested of most of its terrors by opposing its violence with suitable sized ships and the power of steam.

If a ship of 400 feet in length, 100 in breadth, and 40 feet deep, drawing about 20 feet water, was constructed, as such a vessel conveniently could be, she would perform a passage from one continent to the other in eight days, and bid defiance to all weather, except such as rarely occurs.

The principal objections that have arisen to large ships, have originated from the bad qualities which they derive from their form; as we have no very large ones in the world, except those built for the purposes of war, and their construction being particularly calculated for that object, and not entirely for ease and despatch, they are short and lofty for the accommodation of their guns, and from that cause they do not furnish a criterion for our government in the projection of vessels intended for other purposes.

It will only be necessary to observe the difference in the motion of a small vessel in boisterous weather and that of a large one of good construction, to insure confidence in the plan here proposed for increasing their size. While the smaller vessels are laboring and wallowing through the sea, the larger ones are moving with comparative ease; and few seamen there are who have not, when sailing in large ships, passed small ones lying-to, while they were enabled by their size alone, to stand on their course, with a large portion of their lower canvass spread advantageously to the gale.

The hull of a vessel of the above dimensions would measure about 11,000 tons, and would not cost more than a third rate man of war.

If the vessel lately spoken of in New York, as being intended for the navigation of the Sound, should be built on the scale suggested, say 1,200 tons, we shall hear no more of Point Judith and its opposing billows.

NEPTUNE.

Since the foregoing article was submitted for republication in the Army and Navy Chronicle, a communication has appeared in the Philadelphia United States Gazette, from which the writer hereof desires

to make one or two quotations, as corroborating his own views of the subject.

"It can hardly be doubted now, that steam packets will take precedence of all others for a time, and it is very essential that they should be built in a way that they will not be liable to accident; the accidents on our broad rivers have been sufficiently appalling, but will not compare with what is concocting for exhibition on the trackless ocean. Steamers should be made in the way that they cannot be fired, sunk, or disabled from motion; they should excel all other vessels in speed, and can be built of a size and strength that will admit of their being propelled twenty miles per hour on an average, against all obstacles to be found on the Atlantic ocean. Sails should not be used; they assist not the motion when the wind is fair, for the engines will give the steamer all the velocity her graduation will bear, when circumstances are favorable to motion. When the winds and waves are adverse, the masts and all top hamper act against her, and diminish the speed she would otherwise acquire.

"It is in the power of this government to build a ship, to be propelled by steam, that will navigate the ocean at the rate of twenty miles per hour, that would leave New York on a Sunday with an ambassador on board, and land him in Liverpool on the following Sunday; the piece of naval architecture would cost the nation a million of dollars. This breakwater of the main can be made perfectly safe from fire and from explosions of every kind—it can be constructed with safety rooms that she cannot sink; and on board this railroad of the ocean, the passengers will be as safe as they are on shore; neither tornadoes, waterspouts, nor the lightning of the heavens, will have power to sink or destroy her.

"The plan will be easily demonstrated to any of our master-builders who have been engaged in the construction of steamers of magnitude and power. A ship of 4,000 tons, propelled by steam, would seldom find a breeze upon the ocean that would be found to her a gale. While ships of from 3 to 500 tons are bobbing under a reefed foresail and a close reefed main topsail, this leviathan of the deep would crush the mountain waves, and make a milky way on the ocean's billows resembling that in the starry heavens. The construction of such a ship, to a ship-building people like ours, by the light it will throw on naval architecture, as it regards the means of acquiring speed, as well as means of marine defence, would be worth an hundred millions to our nation. And my humble aid to her construction will cheerfully and gratuitously be given, to any and all that ask, while life and reason last to E. J. PIERCE."

PLAN FOR STEAMBOATS, LIGHT BOATS, &c.

The properties of a vessel constructed on the plan and principle here recommended, are as evident as any other fact with which we are already familiar, and it only requires a little reflection to reconcile the utility and practicability of such a structure to our ideas; for it will be found when put in practice that there are no material difficulties attending either the construction or the management of vessels of this description; for if built of the lighter species of wood—such as white pine, poplar, or any other kind not exceeding these in their specific gravity—they will show satisfactorily that they possess abundantly the indispensable quality of buoyancy for all the purposes for which they are recommended.

Neither white pine nor poplar are more than four-tenths of the gravity of water, consequently any common shaped vessel will, if the bottom part only is constructed of square logs of this timber, float more than one-half of its bulk above the surface of the water, which will be sufficient to buoy up all the upper works and materials of every sort required, and also allow pits in the solid log work for ballast and

tanks to contain the water, provisions, and stores of every description. The boilers, to render them safe, may be placed in pits in the solid log work.

The log work should be constructed of sufficient height from the extreme bottom to float one or more feet above the surface of the water, when all the upper works and materials to be carried are estimated.

It is then evident that such a vessel is not liable to the danger of being sunk by the same causes which occasion that catastrophe to others, and would be particularly appropriate for all the purposes for which they are recommended, such as Steam-boats, Steam-batteries, Bomb-ships, Gun-boats, Light-boats, Beacons, &c. and it is also believed that vessels built on this plan will be cheaper, stronger, lighter, safer, and last longer, than those constructed as heretofore.

By an estimate carefully made, the cost up to the top of the solid log work will not exceed the amount of other vessels. Steam-boats on the western waters, built on this plan, would be entirely free from many of the most serious dangers that they are now liable to—such as snags, explosions of the boilers, ice, wrecking by the power of the engine, &c. Neither could fire make such ravages as in hollow vessels, for the top part only of those built on this plan would be endangered by this destructive element.

The method proposed for building this description of craft is as follows:—The first log laid will serve for the keel—lay the next tier crosswise—the next lengthwise, and so alternately until the bulk required be laid; then add the timbers, letting them into the sides of the solid work; after which proceed with the operation of planking the vessel as in other cases. Those logs are to be secured by wooden bolts of large size, 3 to 4 inches in diameter, and but little metal will be required. To preserve the buoyancy of these vessels, coat each log with turpentine and tallow, fill up the interstices between the logs with the same or any other approved water, cement, caulk the seams in the log work, and coat them also with turpentine and tallow, which is impervious to water for a great length of time.

The vessels should be sheathed for fresh water service, and coppered over the sheathing for salt water service, or for the ocean.

MILITARY STORES OF FRANCE.—The Charte gives the following as a detail of the army stores of France, independent of those for the National Guard:

3,000 cannon of large calibre for sieges,
1,567 field pieces of brass,
1,862 field pieces of iron,
1,562 howitzers,
4,100,000 cannon balls,
4,000,000 smaller do.
1,000,000 shells for howitzers,
719,000 shells,
10,000,000 killogrammes of gunpowder,
1,256,000 muskets in magazine,
74,000 carbines,
850,000 infantry swords,
139,000 cavalry swords,
5,200 axes,
44,000 blades,
12,000 cuirasses.

STATIONS OF THE FRENCH NAVY.—The following is an enumeration of the names and rates of French frigates actually in commission, with their stations, taken from an official document just published by order of the Minister of Marine:—

Minerve, 58, Brazil; Iphigénie, 60, Hayti; Terpsichore, 60, Brest; Herminie, 60, Gulf of Mexico; Didon, 60, on a private mission; Venus, 52, protection of whale fishery and commerce; Artemise, 52, on a voyage in the Indian and Chinese seas; Andromède, 52, South sea; Nereide, 52, Hayti; Medee, 46, Lisbon; Hermione, 46, Spanish coast; Astrée, 46, the Antilles; Amazone, 46, Brest; Armide, 46, Toulon; Thetis, 46, Toulon; Junon, 46, Brest.

WASHINGTON CITY ;
THURSDAY, JUNE 21, 1838.

In republishing the Report, submitted in the Senate on the 5th May, and the accompanying Bill, regulating the navy ration and fixing the pay of Purser, we cannot forego the pleasure of saying a word or two in favor of this meritorious class of officers. We have the pleasure to number many of them among our personal friends, and do not believe that any service can produce a set of more high-minded, honorable, and exemplary men. They were excluded from the provisions of the bill, passed in 1835, regulating the pay of the navy, from the difficulty of embracing all the details for their duty and government, without throwing obstacles in the way of its passage through both Houses. It has been the intention of Congress to legislate specially for this class of officers; but other pressing subjects have crowded this out, from session to session.

The Naval Committee of the Senate, the accounting officers, and several of the most intelligent officers of the navy, unite their testimonials of the efficiency and fidelity of the Purser. Their business habits, their knowledge of, and attention to, duty, are known to every one in the service, and especially to the accounting officers of the Treasury. Repeated instances have been known of accounts for a whole cruise, or for a long term of service on shore, passing the ordeal of a searching scrutiny without the detection of an error, or the alteration of a figure. When the complicated nature of these accounts is considered, this is not a little remarkable. We hope that Congress may find time to act upon this and other important bills before adjournment.

Although the Report was submitted by Mr. RIVES, chairman of the Naval Committee, it is believed to be the production Mr. SOUTHARD, who was prevented from attending the Senate on the day of presentation, and it was so stated by Mr. RIVES.

✂ We did not discover until too late, that the Bill, which accompanied the Report, could not be set up in time for the present number; it shall be inserted in the next.

The long talked of resignation of Mr. DICKERSON, as Secretary of the Navy, it is believed is about to take place. A nomination of his successor was sent in to the Senate on Friday last, and it is very generally understood that JAMES K. PAULDING, Esq., of New York, is the person. Mr. PAULDING is a gentleman of great literary reputation, and has had abundant opportunity to become conversant with Naval affairs. He held the situation of Secretary of the Board of Navy Commissioners, from its formation in 1815 to the year 1823, when he was appointed Navy Agent for the port of New York, which office he has held until the present time.

It is presumed he will enter on the duties of his new appointment about the 1st July.

Major Gen. MACOMB passed through Albany on Friday last, on his way to the northern frontier.

That indefatigable and gallant officer, Lieut. J. T. McLAUGHLIN, of the Navy, nothing daunted by the severe wounds he has already sustained in conflicts with the Indians, is preparing another expedition to Florida, determined that no efforts on his part shall be wanting to drive the Seminoles from their fastnesses in the swamps and hammocks.

The following officers are under orders to report to Lieut. McLaughlin:

Passed Midshipmen G. L. Selden and E. T. Shubrick; and Midshipmen J. Contee, Jr., and F. Pepin.

MOVEMENTS OF TROOPS.—A detachment of between 60 and 70 U. S. troops, under command of Lieut. W. G. Freeman, 4th Arty., destined for the Northern frontier, left Fort Monroe on Saturday last, in the packet schooner Thaddeus, Captain Walpole, for New York.

All the remaining disposable recruits in New York, (190,) left that station on Thursday last, for Sacket's Harbor, under command of Capt. T. P. Gwynne, of the 1st, and Capt. G. A. McCall, of the 4th Infantry.

A company of 60 recruits, under command of Capt. J. Dimick, 1st Arty., arrived at Troy, N. Y., on Tuesday morning, 12th inst., and took passage on one of the canal packets for Whitehall, on their way to Plattsburgh.

The steam ship Great Western arrived at New York on Sunday morning last, in fourteen days from Bristol. She made her passage out in fourteen days.

Lieuts. CARPENDER and LYNCH have returned in her, and the former reached this city on Monday evening.

We understand that Col. SYLVANUS THAYER will resume his former station as Superintendent of the Military Academy, at the close of the present examination.

Captain CHARLES W. SKINNER has been appointed to the command of the steam ship Fulton, now at the Navy Yard in this city, during the absence of Captain M. C. PERRY.

JOHN LENTHALL, Esq., Naval Constructor, has been ordered from the Philadelphia Navy Yard to Portsmouth, N. H., to superintend the building of the frigate Congress.

Extracts of letters dated, "Fort Towson, May 7, 1838.

"I regret to inform you that the steamboat with our annual supply of subsistence stores has been snagged and sunk when within two miles only of our landing. Two officers and thirty men are now at the wreck, and if the water should not rise will be able to secure a part of the flour and probably most of the pork. By the next mail we shall be able to give you further particulars. The boat had been detained, about two days run from our landing, for eighteen or twenty days. A recent rise of water enabled her to come up, and in twenty minutes more she would have been at her place of destination.

" MAY 14, 1838

"Since my letter of the 7th inst., our men have been hard at work with the contractor, endeavoring to save as much of the stores as possible.

"Yesterday morning a steamboat (the fourth that has come to our landing this year) arrived from New Orleans in only twelve days run. She left this morning for that place with Lieut. Birdsall on board ; and, if they meet with no accident, will get down in seven or eight days. The same boat is expected to return again immediately. Freight is now brought from New Orleans to this place for \$5 per barrel. I think there will be great competition on this river next spring, and should not be surprised if freight should be brought from Cincinnati to our landing for \$3 per barrel."

The following extract of a letter from a general officer of the army, dated St. Louis, 5th June, shows that the fears of annoyance from the numerous and powerful Indian tribes in the west, are not groundless.

"I am going off this morning to St. Peters. The Sioux are restless in that quarter, and I feel it necessary to see what they are about."

At a court martial held on board the U. S. frigate *Constellation* at Pensacola, in April last, Mid. Wm. L. PARKINSON was tried on sundry charges, found guilty, and sentenced to be cashiered. Sentence approved June 15, 1838.

ARRIVALS AT WASHINGTON.

June 13—Lt. Col. G. Talcott, Ordnance,	Gadsby's.
14—Lt. Col. W. Davenport, 1st Infy.,	Fuller's.
18—Capt. H. Brown, 4th Arty.,	do.
Lieut. M. S. Miller, 3d Arty.,	Gadsby's.

LETTERS ADVERTISED.

WASHINGTON, June 15, 1838.

ARMY—Lt. J. A. Chambers, 2, Lt. G. Dutton, 2, Dr. C. M. Hitchcock, 2, Col. S. W. Kearny, Major J. S. Lytle, Lt. H. McKavett, Lt. W. Smith, Capt. C. Thomas, 2, Capt. J. P. Taylor, Lt. R. E. Temple.

NAVY—James Alden, 2, Lt. Com'dt. J. Glynn, Purser Holland, P. Mid. C. Pickering, Mid. F. Pepin, Com. J. Renshaw, Capt. W. Ramsay, 2.

MARINE CORPS—Lt. R. C. Caldwell, Lieut. T. T. Sloan, 2.

COMMUNICATIONS.

STEAM FRIGATE FULTON AND THE NAVY BOARD.

It would seem that an experiment, involving a very material, if not total, change in the science of naval warfare, projected with a previous knowledge of similar and very successful attempts in Europe, prosecuted and completed at an enormous expense, has signally failed ; at least such is the very general impression with regard to the last grand effort of the Navy Board, the steam frigate *Fulton*.

This vessel was ordered round from the place of her construction to the seat of Government, under the command of an officer of rank and experience, and who possessed moreover a very evident disposition to help out the projectors as far as possible ; a disposition to be commended in the main, but which should not be overstretched when it is recollected what public benefit may accrue from a manly exposure of experimental and other professional absurdities.

The ship was exhibited under a considerable flourish of trumpets, to the constituted authorities and magnates of the land ; and it was further expected by

that portion of the public which was not so fortunate as to witness her performance and capabilities, that it would have been furnished with an official report, or some authorized account of them ; the officers of the navy too, who are so deeply interested in the contemplated revolution in their profession, were anxious to hear how soon they were to be called upon to control and direct a new power, that they might lose no time in throwing down Darcy, Lever, &c. to take up Stewart and Dr. Lardner. But all has been silence and reserve ; and in the absence of other testimony, we have been left to form a judgment from the facts presented in the public papers ; which facts, it must be admitted, go far to bear out the verdict of ' total failure.'

The frigate sailed or steamed from New York on the 2d of May, and the next thing we hear is that she has taken shelter from an ordinary blow under the Delaware breakwater. Now we believe that her gallant commander, who besides being a fine seaman has turned his attention of late to steam engines and steam navigation, together with the strong desire above alluded to of doing ample justice to this new experiment, was not the man on slight grounds to turn tail before a gale of wind, which a Charleston steam packet, built for carrying passengers, and not for purposes of war, would have scorned to run from. The next account we have is that the ship has anchored at Hampton Roads or Norfolk, to *take in fuel*, that she may reach Washington, having been five days from New York, including her delay in escaping to the breakwater. We have not the means of ascertaining what portion of this time her engine was at work, and consequently are left to conjecture what quantity of fuel the ship is capable of carrying ; two or three days would seem to be the very extent of her capability in this way.

We have seen, it is true, an obscure paragraph, taken from a New York paper, which contradicts the report of this great failure, and states upon the authority of the commander of the ship on his return from Washington that, with *some alterations*, she will answer well for harbor defence, for which purpose she was intended. This plea has been pronounced elsewhere an after-thought ; it is so substantially, though perhaps not literally. It is understood that the first order given by the Secretary to the Commissioners directed a steam battery for port defence to be undertaken, capable however of being sent to neighboring harbors, such as Newport and Philadelphia. The Board directed the chief naval constructor, with two others of our most eminent naval architects, to present draughts and estimates. They did so, and we doubt not, if their views had been followed out, the experiment would have been eminently more successful, though we are of opinion that commencing the introduction of steam in the navy by a *port battery*, was beginning at the wrong end. But the plan offered by the constructors had to undergo the *usual process* from other hands : the Board retained the shell, and set to work to fill it up in a manner we believe not at all contemplated by its projectors ; in other words, the length, breadth and depth of the ship were retained, but literally nothing else.

According to the constructors she was to have a high pressure engine, weighing 120 tons, and about 400 horse power ; the Board have placed in her a low pressure engine, weighing 227 tons and 1,000 horse power. According to the former, she was intended to carry 60 men and provisions for 20 days ; the latter sent on board 136 men with provisions and water for 30 days ; the constructors contemplated having 2 long guns and 2 boats ; the Board have given her 4 long guns and 6 boats. These deviations of the Board were doubtless intended to give the *Fulton* a wider field, and enable her at least to cruise on the coast ; her commander when appointed expected her so to cruise, as did then the head of the Department who gave him the appointment ; if not, how came her station marked 'At-

lantic coast' in Doc. 3, letter G, transmitted to Congress by the President in December last. Things however progressed, and every successive ton of this extra weight sent on board rendered her approaching failure more evident. It was then the Navy Board was glad to fall back upon the first instructions, and take shelter under the 'steam battery.'

Let us now turn to the results of a British experiment in the same line.* The *Medea* steamer of war was launched at Plymouth we think in 1832; she measures 840 tons, 176 feet in length, 32 feet beam, carries 300 tons of coal with her armament, 360 without it, her engines are 220 horse power, and she has Morgan's patent wheels. This ship sailed and steamed from Plymouth on the 7th October, 1834, arrived at Gibraltar on the 12th and Malta on the 17th, having made the run (upwards of 2,000 miles) in *ten days and five hours*, during which time the fire was out seven hours, and stopping at no intermediate place for coal. She worked out of Malta with the British fleet without missing stays, while some of the other vessels did. She beat this fleet and a Greek fleet sailing. She was ordered to Ancona to convey the King of Bavaria on a visit to his son the King of Greece, and landed him at the Piræus in 82 hours. She left the latter place at 9 P. M. and entered Milo at daylight in the morning. During the last cruise of his Bavarian majesty in her, occupying fifteen days, she averaged ten knots an hour, though strong head winds prevailed most of the time; it was in December. He said he would like to sail round the world in her. The following circumstance we have not met in our own researches, but have received it from undoubted authority: Upon one occasion the *Medea* was lying to in a hard blow with the British fleet, all under their storm-sails, when a Turkish frigate was discovered to leeward going on shore; she immediately got up steam, ran down, and throwing a hawser or cable on board, towed the frigate out clear of the rocks in the very teeth of the gale. Some contrast to the run under the break water! This ship, after an active cruise of two years in the Mediterranean, was to have been relieved last fall by the *Rhadamanthus*, possessing we believe some very superior qualities. In October last the steam frigate *Gorgon* was launched at Pembroke, coppered and rigged in a week, and sent round to Sheerness. She tons 1,110, keel 152 feet, is to carry fourteen 32 pounders, and two 84 pounders on circular sweeps.

We have understood that the dimensions and general plan of the *Medea*, were procured in England by a junior officer of repute, and placed into the hands of the Department and Navy Board years since. Precious use have they made of them!

From the tenor of a resolution† offered in the House of Representatives, it would seem that doubts are entertained in relation to the *Fulton*, by at least one who had the ship within reach to form his judgment upon. If properly responded to, this call may give us a fuller insight into all the plans and counter-plans; changes and rechanges; doubts, delays, indecision, which have marked the progress of this experiment; the consultations and advice of practical men, and the warning given by some of the latter to the Board before the vessel was half completed, that a positive failure awaited it. The verification of these rumors may be followed by a further account (which, however, is not very probable) of all the blunders of detail incident to such indecision and apparent ignorance of purpose; such as laying the decks of the ship and, we believe, cutting her ports, before the boilers and machinery were on board, or, it would seem, even before their location was determined upon; causing, of course, the ripping up of

the first, and the closing of the others. We may get all this and a great deal more, but it will produce literally nothing but a waste of time, if it be not made the basis of a thorough re-organization of the Board of Navy Commissioners, from which, constituted as it now is, all the evils in the *materiel* and civil administration of the navy arise. We assert once for all, that we make no allusion to its members individually, for whom we entertain a proper respect; let who may succeed them, results more or less the same will occur. We are attacking the system, which we consider ruinously defective.

Why should the Board care more for an exposure of this failure, than for that of equally miserable ones in the construction of our sailing ships? We have sloops of war which, considering the period when they were built, are much grosser departures from the received science and experience of the day, than even the *Fulton* is represented to be. One of them would have been, without doubt, an infinitely better ship, if the rudder and bowsprit had been made to change ends, as was suggested by her first commander, who used to affirm, moreover, that he carried into the gut of Gibraltar a bundle of chips thrown overboard while sailing out of Boston Harbor. This ship, while scudding in a gale under the most skilful management, kept the lives of all on board in constant peril; so wretchedly did she steer, except when by the wind, that upon one occasion she made three successive attempts in the Gulf of Smyrna to speak a French brig of war, but had to give it up for fear of running down the Frenchman; leaving him to this day, we doubt not, in perfect ignorance as to what could have given rise to the extraordinary evolutions of the yankee corvette.

Look at our brigs and schooners of war; belonging to a nation to which the palm has been long awarded for this species of ship building, there is not a decent sailer among them; for the *Grampus*, which once had some reputation as such, has lost it, unless very recently restored. The brigs last built may be substantial vessels of their kind, but do not deserve to be mentioned in comparison with the swift sailing and beautiful, round stern brigs in the French navy. We do not now allude to those first intended for the Exploring Expedition. The chief naval constructor* says they are built according to order, and the officer who gave the order approved of them; but does he believe, does the Board believe, will any one at all conversant with such matters believe, that if the same order had been given, letter for letter, to the *Prices* in Baltimore, John Vaughan in Philadelphia, or Webb & Allen in New York, such monstrosities would have been produced? Not a man of them would have obeyed the order if such results were to be the necessary consequence. Let them go and compare the beautiful schooner, built at the ship yard of the latter gentlemen for the coast survey, and launched in six weeks from the time the order and general directions were given by an intelligent lieutenant in the navy; she

* We should regret extremely if this gentleman, for whom we entertain a high regard, should take umbrage at any portion of these remarks. We are not ignorant of his great claims as a practical and scientific man. One of his works would alone be sufficient, in our estimation, to place him on the most exalted pinnacle as a naval architect. Allusion is of course made to the *Franklin*, which good old ship we will back at all odds against Mr. Eckford's masterpiece, great as we hold the latter to be. The draughts of both escaped the retouching of other hands; when the first was built, the modern discovery had not been made, that if a man can sail a ship with skill, he must necessarily know how to build one; and the application of this principle to the *Ohio* was resisted by her gifted and lamented architect, with a fearless independence, which it is much to be regretted has not been more followed by others, both for the good of the service, and the better preservation of their own well earned fame.

* The facts are collected from the English 'Nautical Magazine, from 1833 to 1837.'

† Since the above was written we perceive a report has been made to the House, but we have had no access to the documents.

resembles no more the Consort or Pilot, than a Baltimore clipper resembles the Dutch galliot, from which the stern of the Warren must have been draughted.

Even the recently built ship *Levant*, which has been much lauded, does not appear to have escaped, if not a radical, a very unsightly defect to a seaman's eye. We understand that with all her ballast in the spirit room, and all disposable weight brought as far aft as possible, she still trimmed by the head. But again, why should the Board care more for this failure than it did for the ruin which it came within a hair's breadth of perpetrating on that most noble ship, the *Ohio*, by the orders which it gave to regulate her docking, and from which, as if by a miracle, she made an escape, her second from the hands of the Board.

Once more: what need the Board care for three or four hundred thousand dollars thrown away on a steam experiment, more than it does for the same sum wasting away yearly by the decay of our ships in ordinary for the want of proper care and attention, snow, water &c. lying upon their decks, a fate which we are told by a recent correspondent of the *Chronicle* the great *Pennsylvania* has not escaped during the last winter at Norfolk. By the by, we would have given more than a trifle if the Navy Board, and indeed the commanders of all the yards, could have been within ear shot of one of the most sensible, keen, and practical of post captains, while he was describing the whole '*modus operandi*' of matters and things at the latter great naval depot; all of which could be verified by the experience of his listeners. Upon a fair calculation there is full duty at that yard and its appurtenances for three post captains, with other grades in proportion. There is no supervision deserving the name in any one department; the present commander is employed nine-tenths of his time in examining numberless reports, requisitions, &c., and signing his name. It was predicted by the captain above alluded to, when the order reached there to launch and equip the *Macedonian* in four months, that it would take nearer eighteen at the rate the work was conducted; it has so turned out, but what care the Board for it? An officer of the same rank as its members, has made this neglect or inefficiency the subject of a specific charge against it to the House of Representatives. Has the Board deigned to notice it? But does any one doubt if the allegation had been made against Com. A., or Com. B., or Com. C., that we should not have had, long ere this, denials, explanations, or excuses, or the true delinquents pointed out, as the case might be?

The truth is, the organization of this Board is so defective—its members are so out of reach of those checks, influences, and incentives, which act so strongly where responsibility is direct and undivided, that it not only bears with perfect equanimity, the exposure and burthen of its own sins, but sustains with equal complacency a share of the odium appertaining to others;—it can carry the Norfolk navy yard on its back! We are surprised that its members do not themselves urge most strenuously a different system. The field is a wide one; five bureaux at least could be arranged, giving to as many post captains an ample opportunity by a successful administration of their respective charges, to promote the efficiency and economy of the service, and add to their own fame. We have only to look at the War Department for the fitness of this system.

Many other subjects might be alluded to, such as the manner in which the most important outfits for the navy are procured; even munitions of war, tested by systems long since exploded in Europe and notoriously defective, are even received and sent on board of our ships, when they have failed to stand these tests, defective as they are. Did not the commander of one of our frigates while on a foreign station, during the expected disturbance with France,

order gunpowder to be purchased for his ship, so worthless did he consider that on board, that he had no notion of trusting to it the honor of his country and his own reputation? and it turned out on trial after his return, that he had in nowise underrated it. A sloop of war, in saluting a short time back between the hospital and the town of Norfolk, could scarcely make her guns heard in the latter place. We have been told that cannon locks, pronounced *good for nothing* by a board of officers, of which some of the Navy Commissioners were members, were notwithstanding sent on board a sailing frigate! We charge no intentional wrong in these matters, but we ask again, if the ordnance department of the Navy were under one head, any one of the present Navy Board, if such things could happen? Would not his energies and talents be at once aroused to establish order, system and proper economy? Would not his attention be immediately drawn to all the improvements which are to be found in the corresponding departments at home and abroad—to all subjects having any relation to his specific charge? Would not the lively interest thus awakened beget theoretical and practical knowledge, which could but redound greatly to the benefit of the service and his own reputation? In short, would his time and mind be frittered away as they now are, five minutes on cannon, five on timber, five on rope, five on beef?—all very important matters, but all sorely neglected for this want of proper classification.

If we could be permitted the heresy of making a suggestion to our grave seniors of the Board, we would recommend them to avail themselves of the experience and observation of all intelligent officers, be they juniors or not—to encourage, as in the service of other nations, reports on professional subjects, which peculiar opportunity, taste, or talent may have led to a critical examination of—not to be convinced that all knowledge on naval matters is confined to the list of captains, which we fear in their vocabulary means the upper portion of it—for while some of them have been merged for so many years in the drudgery and jumble of their office, letting out contracts for cannon and candles, others have circumnavigated and visited every quarter of the globe; witnessing the rapid and striking improvements in the ships of other countries, with observation quickened by active service and the means of immediate comparison, contemplating the order and systematic activity of their Dock yards, from Portsmouth and Cronstadt to Constantinople. We have been shown round the great *Mahmoud* while lying in ordinary—the full rival of the *Pennsylvania* in dimensions and beauty of outline, though greatly inferior in smoothness of finish and durability of material; and we can assure the Board, if we had been compelled to wade on her decks through puddles of water, as was the case with some English visitors last winter to our own big ship, that the sound of the *bastinado*, if not the drawing of the bowstring, would have been heard before we left the arsenal. X.

THE LATE CORPORAL H. C. TURNER.

FORT SNELLING, 5th May, 1838.

At a meeting of the N. C. Officers, Musicians and Privates, stationed at this post, convened according to previous notice, for the purpose of taking into consideration the best mode of testifying their high respect for their deceased fellow soldier, Corporal H. C. Turner, Sergeant R. L. Pullinger was called to the Chair, and Private W. Hughes appointed Secretary.

The meeting being organized, the following resolutions were unanimously adopted.

Resolved, 1st. That we, the N. C. Officers, Musicians and Privates, stationed at Fort Snelling, do hereby testify our high respect for the many virtues, the unassuming conduct, and correct deportment, which in life marked the conduct of our deceased

fellow soldier, Corporal Henry C. Turner; and that we consider his decease a *severe loss* to his relatives, country, and friends.

Resolved, 2nd. That we sincerely sympathise with his relatives, in the afflicting loss they have sustained.

Resolved, 3d. That the proceedings of this meeting be published in the Army and Navy Chronicle, and the New York Courier and Enquirer.

W. HUGHES, *Secretary.*

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

ST. AUGUSTINE, May 26.—Col. Twiggs, of the 2d Dragoons, has been assigned the command of the country from Micanopy to the Atlantic. His headquarters are at Garey's Ferry. We understand this officer has commenced his course in a very liberal spirit, and so far as we have heard of his acts, they meet with our approbation.

A company of mounted Florida volunteers, under Capt. Mikkler, were mustered into the service of the United States on Monday last. Detachments of the company will occupy the posts of Fort Hanson, Fort Peyton, and Weadman's.

Capt. Fowler's company H, and Lieut. Blake's company K, 2d Dragoons, left Garey's Ferry, Fort Heileman, on Thursday, on their way to Micanopy, to relieve the two companies of the 4th Infantry at that place, which are to proceed forthwith to Fort Heileman, to embark for the Cherokee country. Captain Fulton's company B, left on the same day for Fort King to reinforce Capt. Tompkins's company G, at that post. Capt. Lloyd Beall's company of 2d Dragoons left also on Friday for Newnansville, where they are stationed.

We understand that twenty-four Indians have delivered themselves up at Fort King, to Capt. Tompkins, and that an expedition is in preparation at that post to scour the country up to the Ocklawaha and Orange lake, where the Tallahasseees are reported to have planted largely, undisturbed since the beginning of the war.

Extract of a letter to the editor of the St. Augustine Herald, dated "GAREY'S FERRY, May 28, 1838. Two days ago, Capt. Thigpin, of a company of volunteers, now mustering here, gave notice to Col. Twiggs that a party of Indians had been at John's Ferry, on New River, about 40 miles north of this place. With his usual activity, our gallant commander, Col. Twiggs, ordered Capt. Bullock, with E. company, 2d Dragoons—the only company then at Garey's Ferry, to proceed at once with the sixty men of Captain Thigpin's, to Fort Harlee, there to be reinforced by as many men as could be spared, and pursue the Indians until they came up with them.

These Indians are thought to be runaway Creeks, and to have been camping about New River and its vicinity for some time. Their number has not been ascertained, but twenty-five fires have been seen."

An express from Micanopy arrived yesterday, states that Capt. Tompkins, at that post, expected to have a fight with Tigertail on the 30th. Tigertail was near him with plenty of women and men, and full of fight. The Tallahasseees were with him. The despatch says that two companies of Dragoons had been sent out to fight him.

TALLAHASSEE, June 2.—From the runaway Creeks, supposed to be somewhere in the neighborhood of Ocklokonee Bay, or on Smith's Island, nothing has yet been heard. The U. S. troops under Capt. Hutter, encamped at St. Marks, after some delay, went in pursuit—one party crossing by land to the Ocklokonee, the other by steam boat. We have received no intelligence from this command since their departure. The Gadsden county troops have long since returned without being able to effect the capture of the Indians.

It is the opinion of many that a number of Indians are quartered on Smith's Island, or in its vicinity.—They do little or no mischief, but their removal is very desirable. We hope Capt. Hutter's command may be able to find them and compel their surrender.

The Jacksonville Courier of the 7th inst. brings an account of another fight with the Indians. A gentleman, direct from Suwannee, states that on Saturday, the 2d inst. a person hunting in the vicinity of Falling Creek settlement, discovered fresh Indian signs, and immediately returned to the settlement and informed Capt. Sunderlin, who started in pursuit the next morning. The Indians were overtaken, near the Okefinoke Swamp, and a sharp conflict ensued, in which it is said the whites acted bravely, but after having two of his men wounded, (one severely and one mortally,) Capt. S. was compelled by the superior force of the enemy to retreat. The next morning, however, he concluded to give them another trial, and he overtook them, engaged, and was again driven back; the force of the Indians not known, but supposed to be double the number of the whites. We hope for further particulars in time for our paper.

[Here is another practical commentary on the inefficiency of the militia in battle. A company of regular, well-disciplined troops, would have been disgraced to run away from an enemy with only two of their men wounded.—*Ed. A. & N. C.*]

AUGUSTA, June 4.—Through the politeness of the Post Master, we have been furnished with the following P. S. to a letter, received at the post office in this city dated

"ATHENS, June 1, 1838.—Our Georgia troops have taken all the Indians in the counties of Cherokee, Forsyth, Lumpkin, and Gilmer—some 15 or 1600 men, women and children. Exclusive of the above, 725 Indians have come in at New Echota, Cassville, and Sixes. No difficulty is apprehended with the rest."

MOVEMENT OF TROOPS.—Four companies of U. S. troops have arrived here from East Florida in the steamers Wm. Gaston and the Charleston, destined for the Cherokee country. The officers are Major Riley, Capt. Tompkins, Lieuts. Hooper, Fanning, Prince, and Bates, and Dr. Torrey. A portion have left for Augusta.—*Savannah Georgian, June 2.*

DISSATISFACTION AMONG THE CREEK INDIANS.—The Little Rock, Arkansas, Gazette states that considerable dissatisfaction is daily manifesting itself among the Creek emigrants, who were removed to the frontiers of Arkansas, a year or two since. They manifest little disposition to plant corn or to provide for their future support. In some instances, they have destroyed their own fences and other property, and given other evidences of a turbulent spirit. Apprehensions are entertained, that they will prove troublesome neighbors. The government have ordered a supply of arms and ammunition, to be immediately forwarded to Little Rock, for the protection of the frontier.

THE SIOUX INDIANS.—We have conversed, says the St. Louis Bulletin, with a respectable gentleman from St. Peters, W. T., and learn that the Indians in that neighborhood are daily becoming more discontented and refractory. Our informant states that they are exasperated at what they consider a non-fulfilment of their treaties; for when they have had a talk and attached their signatures, they imagine the treaty to be complete. They cannot comprehend what Congress has to do with any thing of this kind, after such steps have been taken. Our informant during his long residence among them, has never seen them so bold and restless, and they have alrea-

dy had some skirmishes among themselves, by which some lives were lost. It is his conviction that we shall soon have some more Indian difficulties, unless we take measures to overawe or conciliate them.

The steamboat *Renown*, Capt. McGuire, arrived at Little Rock May 26th, from New Orleans, with 455 Seminole Indians, under charge of Lieut. Reynolds, and passed up the same night. About 150 Spanish Indians, who have intermarried with the Seminoles, have also passed up. None of the Indians were permitted by the sentries to come ashore while the steamer stopped.

NORFOLK, JUNE 11.—On Saturday last DAVID CAMPBELL, Esqr., Governor of this Commonwealth, with his family party, accompanied by several of our citizens, visited the navy yard. As the barges passed the *Java*, the flag ship of Commodore Warrington, they were honored with a full salute of 19 guns. The party visited the *Pennsylvania* and the Dry Dock, and were politely entertained by Commodore Warrington. After leaving the yard, the Governor visited the frigate *Macedonian* between the forts, and received every attention to which his station entitled him. The yards were manned, and when the party were sitting in the cabin, a salute of 19 guns acknowledged his presence. In the afternoon our volunteer companies, joined by their Portsmouth compatriots, paraded and were reviewed by the Governor. He then visited the Navy Hospital, and returned before dark. He embarked yesterday morning in the steamer *Old Dominion* for Old Point, and thence departed in the *Alabama* for Baltimore. We learn that the Governor expressed much gratification at the kindness and hospitality that marked his reception.—*Beacon*.

Correspondence of the New York American.

WASHINGTON, June 7.—A survey of the vast chain of water stretching along our northern frontier has long been needed, both for the convenience of commerce and a more effective defence in case of war. Many of our harbors, too, have been shamefully neglected. A short time ago Mr. Wise asserted, that so far as Chesapeake bay was concerned, there was scarcely an officer in our navy who could navigate a vessel therein with any thing near the skill by which the British entered it during the last war. I have recently conversed with several naval gentlemen on the subject, and they perfectly agree as to the lamentable ignorance of such matters. They say that instances are frequently occurring where small vessels are wrecked in the vicinity of our harbors, not daring to enter there in rough weather, for want of a knowledge of the exact situation of the shoals. In the time of war, many cases could be easily imagined when the evil would be ten-fold.

The joint resolution which passed the House this evening, if carried into effect, will do much towards effecting the desired object. The public vessels having but little service in time of peace, will, without incurring extra expense, do more on this plan for the real benefit of the country, than all the "experiments" on the currency.

From the Brunswick, Geo., Advocate, May 31.

We have now the pleasure to present to "A Georgian," and to the public, the following letter:

U. S. SCHOONER MADISON,
Off Brunswick, May 26, 1838.

MR. LYMAN,

SIR: At your request I send you an extract from the "log" of this vessel on the 25th instant. At 9 o'clock A. M. tide $\frac{3}{4}$ flood—wind northwest, blowing fresh—steed down the bay, two men in the chains sounding. The lowest water opposite the city was 16 feet—soft muddy bottom—the highest 30 feet. At 11 o'clock came to anchor off St. Simons, in 10 fathoms. Just before low water got under way and

stood for the bar, sounding in both chains. The lowest soundings on the bar at dead low water, spring tides, were 17 feet, the deepest four and a half fathoms. These soundings, I believe, correspond with those taken by Capt. Stockton in 1828, and the commissioners appointed by the honorable secretary of the navy in 1836. Allow me to add, from my knowledge of this bar and harbor, that I consider it one of the best on the southern coast, and easy of access and egress for merchant ships of any class, which also corresponds with the report of the commissioners in 1836. The anchorage I find to be perfectly good, and if the bar was properly buoyed out, a ship could enter without a pilot.

I am, respectfully, yours,

W. A. HOWARD,
Commanding U. S. R. S. *Madison*.

On the occasion of the late disturbances on the Tide Water and Susquehanna Canal, near Havre-de-Grace, General MAULSBY made a requisition on the Executive of Maryland on the 8th June inst. for 200 muskets and a quantity of ball cartridges. The requisition was made at Havre-de-Grace, a distance of 65 miles from Annapolis, and forwarded by the ordinary conveyance; yet such is the increased facility of transportation and intercourse, that the requisition was complied with, and the arms, &c, actually delivered by means of the steam-boat, and Baltimore, Wilmington and Philadelphia Rail road, at Havre-de-Grace on the 10th inst, before 12 o'clock of that day.—*Baltimore Chronicle*.

PROTECTION TO AMERICAN VESSELS IN THE PACIFIC.—We are gratified to learn, by the recent arrivals at this port from the Pacific, that the kind attentions shown by the commanders of our public vessels on that station, in furthering and assisting the objects of American commerce, and of the whale fishery in particular, have enlisted a warm feeling of grateful interest in their behalf among the officers and crews of the whaling fleet in that quarter. The prompt attentions and disinterested zeal thus shown by Commodore Ballard of the frigate *North Carolina*, and by Capt. Clack of the sloop of war *Lexington*, have been especially named to us as meriting the highest approval, and entitling them to the gratitude, not only of the individuals who may have been particularly benefited, whether as officers, seamen, or owners, but have also given them a claim upon all who have a common interest in the preservation of our national reputation abroad. This is as it should be, and we heartily congratulate our mercantile community, and others, whose objects or pursuits may lead them to dwell with solicitude upon the dangers and privations to be encountered in those seas, upon the ready co-operation and relief that may be thus confidently relied on from the well-proved fidelity of the commanders of our national vessels now in that quarter.

To cite one instance of many that are known to us, Capt. Howland, of ship Robert Edwards of this port, while at Callao, received from Captain Clack of the *Lexington* every possible attention and assistance for the relief and refreshment of his crew, and even the duty of watering the Robert Edwards was voluntarily performed previous to her departure, under the direction of Capt. Clack, by the crew of the *Lexington*.—*New Bedford Mercury*.

SLOOP OF WAR LEVANT.—By a letter from an officer on board the *Levant*, dated Pensacola, May 22, received in this city yesterday, we learn that this vessel would proceed on a cruise in the Gulf immediately, touching at Havana, Matanzas, &c., and return to Pensacola about the first of August. The officers and crew are all well. She is represented as the finest vessel of her class afloat, belonging to this or any other nation.—*N. Y. Star*.

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate.

J. C. PICKETT to be *Chargé d'Affaires* of the United States near the Government of the Peru Bolivian Confederation, in the place of James B. Thornton, deceased.

AARON O. DAYTON to be Fourth Auditor of the Treasury Department, in the place of J. C. Pickett, appointed *Chargé d'Affaires* to the Peru Bolivian Confederation.

HENRY ATKINSON, of North Carolina, to be Governor, and WILLIAM B. CONWAY, of Pennsylvania, to be Secretary, of the Territory of Iowa, from and after the 3d day of July next.

The following distinguished strangers have arrived at New York in the packet ship *President*, from London; most, if not all of them, are to proceed soon to Canada. Lt. Col. Hope; Lady Mary Hope and child; Lt. Col. Harcourt; Lady Catharine Harcourt; Mrs. Thornton; Mrs. Col. Gascoigne; Lt. Col. Grey; Sir H. Dalrymple; and Lord Aberdone.

We are requested to correct an error in the report of the Navy Orders, taken from the Army and Navy Chronicle of last week. Lieut. Cadwalader Ringgold is in command of the brig *Porpoise*, not the *Dolphin*. The *Porpoise* is attached to the Exploring Expedition, to sail under Lieut. Wilkes.—*New York American*, June 14.

The above is one of those inexcusable errors, which will escape detection in spite of every precaution.—*Ed. A. & N. C.*

From the Newport Herald of the Times.

THE FRENCH SHIPS OF WAR.—The arrival of these noble foreign ships of war, the *Hercules*, and *Favorite*, in our waters, is quite an era in our history—a similar event has not transpired since the arrival of the French frigate *Medue* in 1796.

The officers of the Navy, residing at this place, have paid, we understand, their respects to the Commodore on board, and many of our citizens have likewise already visited the ships. As might have been expected from the known politeness of the nation they were most cordially received, and every attention and civility paid them. We learn that a general invitation has been given to such of our fellow citizens to visit them as are desirous of doing so. It is indeed worth the while of any one who has never been on board a well appointed ship of war to visit these magnificent specimens of naval architecture. Those who have never had the opportunity, can have a very inadequate idea of a floating castle, in which a thousand living souls are congregated, surrounded by many of the conveniences enjoyed on shore, and by all the glittering show and implements for war.

The Prince de Joinville is expected to complete his tour through the country and join the squadron here about the 20th of this month, then to embark for France, where he purposes to arrive in time to participate in celebration of the "three days of July."

The Newport Republican contains the following notice of a novel and interesting exhibition:

We are authorised to give notice that on Friday, the 15th, (weather fair,) a splendid dinner will be given the officers of the Navy and a few other invited guests on board the *Hercules*, preceded by a general exercise of great guns and small arms, and a mock combat, (when 500 great guns will be fired in the space of 10 minutes,) showing the manner of boarding and repelling boarders, as performed in actual fight.

The corvette *Favorite*, moored near the *Hercules*, will be prepared to receive on board the ladies invited, and nothing will be neglected to give them that

cordial welcome which they may of right expect, from officers of France.

It is expressly desired that during this display on Friday, no person will come on board either ship, other than the invited guests.

THE UNITED STATES AND CANADA.

We understand that as soon as the War Department learned that serious apprehensions were entertained of disorders being committed on the Northern frontier by the Canadians who had taken refuge within our borders, and who have lately shamefully abused the hospitality extended to them, the most prompt measures were taken to bring there whatever regular troops could be drawn from other stations without imminent risk to the interests of the public service. From the temper displayed by many of our citizens on the Canada borders, and from the efforts to be apprehended from the Canadian refugees to re-establish their fortunes, a large regular force is required on that frontier to preserve the good faith and maintain the peace of the country; and it is a subject of deep regret that there should have been so much delay in the House in bringing forward the bill, which has twice passed the Senate, to increase the military force of the United States, and reported favorably upon by the Military Committee of the House.—*Globe*.

QUEBEC, May 21.—H. M. ship *Pique*, Capt. Boxer, arrived this morning from Halifax, in 27 days, with detachments for the 15th, 34th, 66th, and 85th regiments now stationed in the Canadas. We understand she brings for the Commissariat £125,000 in specie.

The *Stakesby*, transport, which left Portsmouth on the 20th, arrived to-day. She brings out 21 horses, 11 of which belong to His Excellency, Lord Durham, and the remainder to the officers of the Guards; together with carriages and other articles belonging to his Lordship.

The *Racehorse* sloop of war, from Bermuda, in 21 days, with £125,000, specie, arrived this afternoon.

It is said that Sir George Arthur, Governor of Upper Canada, and a corps of British engineers, have surveyed and selected sites for forts at Niagara, Queenston, and the Falls, and that fortifications will be immediately erected on those spots.

FOREIGN INTELLIGENCE.

LATE FROM SOUTH AMERICA.—We learn from Capt. Smiley, of the schooner *Sailor's Return*, from Montevideo, which he left April 18, that the blockade still continued of Buenos Ayres, and the whole of the river coast belonging to the Argentine Republic, by the French squadron, consisting of two frigates and four other vessels; the blockade was rigidly enforced, and even market boats were turned back.

The French commander was daily expecting a declaration of war by the Republic, when immediate reprisals would be made.—*Newport R. I. Mercury*.

From the Journal of Commerce.

LATEST FROM THE PACIFIC.—By the way of the Isthmus of Panama, we have advices from Lima to the 17th of April, which we cannot better state than in the words of our correspondent. He writes under date of

PANAMA, 30th April, 1838.

Mr. Hodgson, bearer of the treaty with Peru, was in Lima on the 7th of April, and as the local authorities had no powers to sign the ratification, Mr. H. was to leave in a few days in the United States ship *Falmouth*, Capt. M'Keever, for Islay, in search of the Protector, at La Paz. The United States schooner *Enterprise* was also at Lima, all well. Com-

modore Ballard was still in Valparaiso. The Chilian blockading squadron was daily expected at Callao. I here inclose you also a list of whalers which called at Paita last year.

The following is the Circular alluded to in the above letter.

CONSULATE OF THE U. STATES,
Lima, 16th March, 1838.

Official notice has been received at the Consulate, that by a decree of H. E. the Protector of the Peru Bolivian Confederation, dated La Paz, 17th February last, it is declared that the port of Valparaiso, in Chili, will be blockaded by the Peru Bolivian Naval forces, from and after the 18th August next. I have the honor to be respectfully, your obedient servant,

C. BARTLETT,

Consul of the United States.

J. B. FERAUD, Esq. U. S. Consul Panama.

We learn from Genoa, that orders have recently been given there to fit out three ships of the line, besides a frigate, which was to sail immediately for Sardinia to fetch newly raised recruits. Levies, both for the army and navy, are said to be going on with great activity; furloughs are recalled, and bounties are given to such non-commissioned officers of known merit as have served their time and consent to enter again.—*Galignani*.

ANTIQUITIES FROM GREECE AND ASIA.—The American Commodore Elliott has on board the Constitution, at Malta, a large collection of very curious antiquities, which he has taken during his cruise in the Levant, from the plains of Marathon and Troy, the neighborhood of Athens, Corinth, and Sunium, different parts of Syria, especially Balbec, the Holy Land, and Egypt. The most curious articles in this collection are two sarcophagi of marble, found near Beyroot, on the site of the city of Beryta. They were discovered sixteen feet deep in the soil, by a peasant who was digging to set out a Mulberry tree. The Commodore purchased them, and caused them to be transported on board the frigate from a height of 600 feet above the sea. Five hundred men of the crew joined their efforts to carry these masses a distance of a mile and a half. These sarcophagi are of white marble, all in one piece; the smallest has this inscription—*Julia Mamaea Augusta*. She was the Mother of Alexander Severus, Emperor in the year 222 of the Christian Era. The two monuments were empty when taken by the crew of the Constitution.—*Paris paper*.

A report of the materiel of the French navy has been published by the order of the Minister of Marine. Its author, Baron Dupin, was commissioned in August last to inspect all the military ports and naval depots in the kingdom; and from his observations we extract some of the principal results. It appears to be a matter of complaint that, whereas the parliamentary regulation orders that the naval force of the state shall consist of forty ships of the line and fifty frigates in commission in time of war, with thirteen ships of the line and sixteen frigates of reserve, it is doubtful whether, with existing means, the present force of forty-nine ships of the line and sixty frigates, nearly one-half of which are on the stocks, could be got simultaneously into a state of readiness; on the other hand, the materiel and arrangements of ports, as they now are, are found to be amply sufficient for the keeping in a constant state of readiness the twenty sail of the line and twenty-five frigates, besides other vessels, which is the smallest number that by law can be afloat. All seventy-fours and 44 gun frigates have been for the future suppressed. The vessels laid up or on the stocks are stated to be in excellent condition. The total number of steamers afloat or on the stocks which the state ought to possess has been fixed by law at forty; whereas only twenty-nine are in existence.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

No. 36, June 14—Sick leave until Aug. 31, to Lt. W. H. Storer, 1st Infy.

No. 37, June 16—Ass't. Sur. J. Eaton, to relieve Assistant Sur. T. J. C. Monroe, at Fort Wood, New York harbor, and the latter to proceed to Sacket's Harbor for duty. Sick leave for four months to Capt. G. Nauman, 1st Art'y.

No. 38, June 19—Lieuts. R. E. Temple and M. S. Miller, 3d Art'y., relieved from Ordnance detail, and ordered to Sacket's Harbor. Captain J. D. Searight, 6th Infy., relieved from Indian duty, and ordered to join his company in Florida.

Memo. The transfer of Lieut. A. H. Tappen to the 2d Dragoons is revoked, and his resignation accepted, to take effect July 31, 1838.

NAVY.

ORDERS.

June 12—Mid. M. Marine, Rendezvous, New York.
13—P. Mid. M. G. L. Claiborne, Exploring Expedition.
Mid. S. F. Blunt, do.

14—Dr. W. S. W. Ruschenberger, leave of absence for 12 months, with permission to visit Europe.

Mid. F. A. Bacon, schr. Experiment, Coast Survey.

Mid. G. W. Harrison, Navy Yard, New York.

15—Mid. W. S. Drayton, leave of absence for 12 months, with permission to visit Europe.

Ass't. Sur. J. W. Taylor, ship Erie.

Pur. R. R. Waldron, ship Vincennes & brig Porpoise.

Purser W. Speiden, ships Peacock and Relief.

16—Lieut J. Crowninshield, Navy Yard, Boston.

P. Mid. J. J. Almy, ship Cyane, Acting Master.

Carpenter Jonas Dibble, Exploring Expedition.

18—Boatswain Thomas G. Bell, do.

Mid. H. L. Chipman, Ship Erie.

OFFICERS RELIEVED AND DETACHED.

June 14—Ass't. Sur. J. M. Smith, from ship Erie.

15—Lt. R. B. Cunningham, from N. Yard, Norfolk.

16—M. S. Pitcher, fm. ship Cyane as act'g master.

18—Mid. Luther Martin, from ship Erie.

APPOINTMENTS.

June 16—Jonas Dibble, acting Carpenter.

18—Thomas G. Bell, acting Boatswain.

David Marple, acting Carpenter.

NAVY DEPARTMENT, June 13, 1838.

The Board of Naval Surgeons, recently convened in Philadelphia for the examination of candidates for admission into the Navy, adjourned on the 11th instant.

The following is the list of the approved candidates, in the order of merit, viz:

- No. 1. Silas Holmes, of Rhode Island.
- No. 2. Edward H. Van Wyck, of New York.
- No. 3. Horace D. Taliaferro, of Virginia.
- No. 4. J. Howard Smith, of Pennsylvania.
- No. 5. John A. Guion, of North Carolina.
- No. 6. James McClelland, of Pennsylvania.
- No. 7. Samuel R. Addison, of Ohio.
- No. 8. William B. Sinclair, of Virginia.
- No. 9. Samuel Jackson, of North Carolina.
- No. 10. James Jeffry Brownlee, of New York.
- No. 11. Joshua Huntington, of Connecticut.
- No. 12. Robert B. Banister, of Virginia.
- No. 13. John S. Whittle, of Virginia.
- No. 14. Augustus P. Lawyer, of New York.
- No. 15. Stephen A. McCreery, of Virginia.

MARRIAGES.

In Norfolk, on the 7th inst., Lieutenant JOHN R. TUCKER, of the U. S. Navy, to Miss VIRGINIA, eldest daughter of Commander THOMAS T. WEBB, U. S. Navy.

In Charlestown, Mass., on the 10th inst., Dr. WM. J. POWELL, U. S. Navy, to ANGELICA TALCOTT, daughter of SAMUEL DEVENS, Esq.

In New York, on Thursday last, Mr. H. GAYLORD, to Miss CAMILLA GILLIS, daughter of Purser J. H. TERRY, of the U. S. Navy.

In New York, on Friday last, Lieut. W. R. MONTGOMERY, of the 3d Infy., U. S. A., to Miss HANNAH WOOD, of Springfield, N. J.